

REPORT

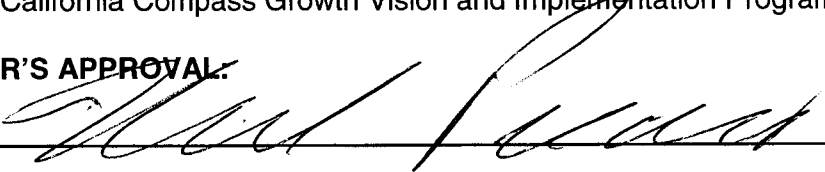
DATE: May 13, 2004

TO: Regional Council

FROM: Community, Economic and Human Development Committee (CEHD)
Lynn Harris, Manager, Community Development Division, 213-236-1875, harris@scag.ca.gov

SUBJECT: Southern California Compass Growth Vision and Implementation Program

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED ACTION: Approve the Southern California Compass Growth Vision and Implementation Program.

SUMMARY:

On 5/6/04, the CEHD Committee unanimously approved the Southern California Compass Growth Vision and Implementation Program. This recommendation included that CEHD maintain the Implementation Program as a "living" document as further regional dialogues take place and other implementation consensus continues over the next seven years.

Enclosed are copies of the Southern California Compass Growth Vision Preliminary Summary and Implementation Framework. Pending approval by the Regional Council, these documents will be combined into a single document and released as a Final Report in early July 2004.

BACKGROUND:

In April of 1996, under the direction of CEHD, SCAG adopted the *Creating Livable Places* guide as the work plan for the Livable Places Initiative. The objective of the Initiative was to enhance community livability by promoting real-world examples of vibrant and attractive places in southern California as models of how local land use and balanced transportation policies can reduce auto travel and support more pedestrian, mixed use and transit-oriented development.

On October 7, 1999, SCAG staff presented to the CEHD Committee a status report of the Livable Communities program. Upon reporting to the Regional Council, the Council directed CEHD to utilize the substantial body of Livable Communities and "smart growth" work to assess the urban form impacts of the upcoming 2001 RTP and to embark on a regional growth visioning effort to consider a regional land use policy framework. On January 19, 2000 CEHD unanimously consented to establish a Growth Visioning Sub-committee to provide a policy framework for growth forecasts; provide direction on producing alternative urban form scenarios; consider balanced and efficient growth and transportation patterns; and consider other sustainable development and environmental issues.

Since its first meeting on July 10, 2000, the Sub-committee has been working diligently towards its mission to "develop a process that assists local, subregional and regional officials in developing strategies to accommodate growth that results in a preferred regional growth scenario." The Sub-committee directed this multi-year, collaborative work program that has resulted in numerous work

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products, formed the basis for the 2004 Regional Transportation Plan Preferred Alternative, and will continue to change the climate for regional planning and cooperation in the SCAG region.

This spring draws to a close Phase 2 of the Growth Visioning program resulting in a Compass Growth Vision. This Vision seeks to accommodate projected growth in centers and corridors throughout the region in a manner that utilizes capacity in existing and proposed transportation systems, preserves stable neighborhoods, revitalizes challenged communities, and minimizes intrusion on existing open space.

Central to the Vision is the "2 % Strategy." This strategy indicates that land use changes on only about two percent of the developable land in the region can achieve remarkable regional benefits in transportation mobility and accessibility, reducing air pollution, preserving valuable open space, and addressing the housing crisis. These changes will be sought through incentives to local governments who voluntarily seek to approve projects that are consistent with the principles in the Compass Vision.

ATTACHMENTS (Separate):

1. Southern California Compass Growth Vision Preliminary Summary
2. Southern California Compass Implementation Framework

FISCAL IMPACT:

SCAG's activities in Growth Visioning are included in the agency Overall Work Program for FY03-04. The recommended action would not incur any additional costs.